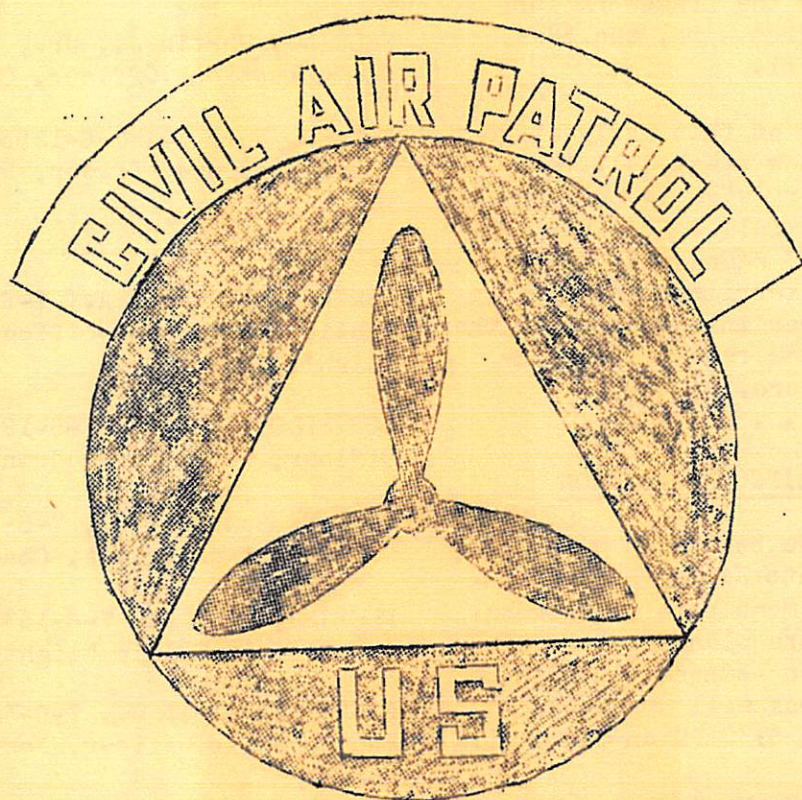


Aug 49

CORNHUSKER C-A-P NEWS



ARTHUR GODFREY JOINS CAP SQUADRON

Arthur Godfrey, Columbia Broadcasting's hottest bet of the year and currently a favorite from coast to coast on radio and television, and as unassuming and sincere a guy as you will meet in a long day's walk, has been adopted by the Frederick, Maryland CAP Squadron, or maybe it's the other way around. In any event, Captain Godfrey has become a part of the recently reactivated squadron and is moving with might and main, as are all its members, to make it one of the outstanding organizations in the national picture. Godfrey's frequent mentioning of CAP and his favorite squadron on his programs is of immense help in getting information about CAP to the public.

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PUERTO RICO DEVELOPING CAP WING

Col. James W. Thomson, Major Arthur D. Rhodes, Maj. Herbert G. Rollins, Capt. Lawrence S. Heral and Capt. John S. Finlay, all National Headquarters personnel, recently attended a series of conferences with government officials, school authorities and aviation enthusiasts in Puerto Rico to lay the framework for setting up a Puerto Rico Wing, the 52nd, of the Civil Air Patrol.

Progress is slow at this early stage of the organizing a new wing, Col. Thomson reported, but every sign is encouraging and we hope this fall to be able to announce activation of squadrons. As the schools open in this territory in August, Major Rollins went over introduction of the new CAP manual into the regular curriculum with officials there.

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OMAHA GIRLS TO VISIT LINCOLN SQUADRON

Arrangements have been made with the 3902nd Base Unit, Offutt Field to secure an Air Force bus for the members of the Omaha Girls' Squadron, who are planning to visit the Lincoln Squadron on Wednesday evening, 31 August 1949. The bus will depart from Central High School at 5:30 PM on the 31st.

The girls of the Omaha Squadron have been meeting regularly on Thursday evenings at the United Air Lines lounge, Omaha Municipal Airport.

NEBRASKA WING ANNOUNCES PROMOTIONS

In accordance with Personnel Orders issued by National Headquarters and recently received by this Wing, the following promotions are announced by the Nebraska Wing:

TO MAJOR:

GEORGE, Wendell W., 7-6-1115,
Supply & Maintenance Officer,
Nebraska Wing.

MURPHY, Howard S., 7-6-1772,
Commanding Officer, Norfolk Sqdn.

TO CAPTAIN:

AMRINE, Herschel E., 7-6-1767,
Commanding Officer, Lexington
Flight and Training Officer,
Group 764.

CARLISLE, Robert L., 7-6-1780,
Executive Officer, Norfolk Sqdn.

TO 1ST LT.

HELSING, Martin J., Jr., 7-6-1652,
Communications Officer, Omaha Sq 3.

FULLER, Vern W., 7-6-1255, Asst.
Communications Officer, Nebr. Wing

TO 2nd LT.

BENZLER, Theodore A., 7-6-1927,
Public Information Officer, Kearney
Flight.

COSTELLO, John J., 7-6-1962, Engr.
Officer, Norfolk Squadron.

DUTSON, Lawrence H., 7-6-1922,
Commandant of Cadets, Omaha Sqdn.

FLEMING, John P., 7-6-1331, Train-
ing Officer, Blair Flight.

FRAZIER, Melvin W., 7-6-362,
Photographic Officer, North Platte
Squadron.

(cont. Col. 2, page 2)

OAKLAND, NEBRASKA ACTIVATES NEW UNIT

There were 22 persons present at the organizational meeting held at Oakland, Nebraska on 24 July 1949. Lt. Col. Earle C. Reynolds attended the meeting, and told the group about the organization and work of CAP.

The Oakland Flight is off to a fine start, with 15 senior applications pending at the present time and cadet applications on the way. Mr. Earl Brunton has been appointed acting Flight Commander.

PLATTSMOUTH TO PARTICIPATE IN CARNIVAL

The Plattsmouth Flight plans on taking an active part in the annual Cass County King Korn Carnival, September 14 to 17th. An air to ground radio demonstration is contemplated, and senior members and cadets of the flight will participate in the parade on Friday, September 16.

There are now thirty licensed pilots signed up with the Flight, according to Lt. Burrell Evans, unit commander.

OMAHA SENIOR MEMBERS GUESTS OF NAA

Senior members of the Omaha CAP Squadrons, together with officers of the Air Reserve, were guests of the National Aeronautics Association on Friday evening, 12 August 1949, at the Embassy Room of the Fontenelle Hotel.

OMAHA CADETS SELL TICKETS ON TV SET

To raise \$100 to reimburse the Wing treasury for money sent to National Headquarters to help cover costs of sending Cadet Capt. Edwin Burrell to Canada, and to create a fund for official CAP cadet activities in Omaha, the Omaha cadets are selling chances on a \$200.00 portable television set. The cadet selling the winning ticket will receive a portable radio, and team selling the most tickets will receive a 45 minute ride in Capt. Bowman's T-7. Contest closes Sept. 14th.

PROMOTIONS IN NEBRASKA WING (cont)TO 2nd Lt., cont.

FREDERICKS, Keith K., 7-6-1935, Operations and Training Officer, Kearney Flight

HELMUTH, Maynard W., 7-6-1928, Adjutant, Kearney Flight.

HINDS, John D., 7-6-1933, Operations Officer, Lexington Flight.

LONGWELL, Robert L., 7-6-1938, Communications Officer, Kearney Flight.

MILES, Henry S., 7-6-1970, Commanding Officer, Ainsworth Flight.

STEEN, William M., 7-6-1985, Commanding Officer, Ord Flight

WITTEKIND, Warren O., 7-6-1689, Intelligence Officer, Omaha Sq. 1

AERONAUTICAL RATINGS

The following CAP personnel have received aeronautical ratings, as indicated, in accordance with the provisions of CAP Regulation 50-1:

Major Soren Munkhof - OBSERVER
Omaha, Nebraska

Robert H. Pratt - PILOT
Scottsbluff, Nebr.

Lyle R. Ruble - PILOT
Omaha, Nebraska

Richard E. Wagen - PILOT
Omaha, Nebraska

Carl R. Wedel - PILOT
Omaha, Nebraska

Merwin R. Barfoot - PILOT
Scottsbluff, Nebr.

Robert K. Knox - PILOT
Scottsbluff, Nebr.

Everett L. Haxby - PILOT
Scottsbluff, Nebraska

THIS WEEKThe Form 1ACADET CAAUWE TO RETURN AUGUST 25

(quoted from Weekly Flying Safety Suggestions for Commanders, The Inspector General, USAF, Office of the Air Inspector, Flying Safety Div., Langley AFB)

Are pilots in your wing properly impressed with the importance of the Form 1A?

Pilot responsibilities in this respect are twofold. In the first place, the Form 1A is the pilot's means of determining that the airplane he has been assigned to fly has been properly serviced and is in good flying condition. Secondly, and possibly more important, the pilot is responsible for making accurate, detailed notations of any discrepancies noticed or incidents that occurred during the flight which might have resulted in damage to the airplane. If a pilot fails to accomplish either of these responsibilities, he fails in his duties as a pilot.

FLYING SAFETY suggests that all pilots be impressed continually with the fact that proper use of the Form 1A is a vital phase of safety. It always works to the advantage of the pilot.

NEW CADET MANUAL TO BE DISTRIBUTED SOON

The Nebraska Wing has received word from National Headquarters that the CAP Aviation Study Manual will be distributed in the near future. The printers were to deliver the manuals to National Headquarters on 15 August 1949, and distribution schedules are being prepared there at the present time. Enough copies have been allocated to the Nebraska Wing to permit distribution to all units.

CAP AUTOMOBILE IDENTIFICATION PLATES AND CAP DECALS ARE AVAILABLE

The New York Wing, Room 544, Post Office Building, Elizabeth & South Street

The Nebraska Cadets will be most anxious to hear about Cadet Burrell's trip to Canada and Cadet Caauwe's trip to England, and the Cornhusker News plans on printing accounts from both boys in the September issue. Cadet Edwin Burrell of Omaha went directly to summer camp at Rapid City upon his return from Canada on 15 August 1949, and Cadet Russell Caauwe is scheduled to return to Washington, D. C. from England on 25 August 1949.

Pending further word from the boys, however, we are quoting below an article which appeared in the Morning Edition of the Omaha World Herald on 24 August 1949, which gives us a little information as to what Cadet Captain Caauwe has been doing in England.

Cadet Capt. Russell Caauwe, 17, Norfolk, who is spending the summer in Europe on an air cadet exchange program, likes everything about England except the food, although he eats six times a day.

"We have little butter and so we eat dry bread", he wrote in a letter to CAP Capt. Robert Carlisle, Norfolk. "I have yet to eat warm potatoes or warm food of any kind besides soup. We eat six times a day. We never are hungry and we are never filled up. Most of our food consists of tea (six times a day), lettuce, cold meat and tomatoes."

"The English youths", he wrote, "are really envious of our pilot's licenses. They consider learning to fly too great a luxury to even consider. Most of them have their solo licenses in gliders. The boys range from 14 to (cont. Col. 2, page 4)

plates are available at thirty-five cents (35¢) each or \$3.50 a dozen. Requests should be submitted directly to the New York Wing.

CIVIL AIR PATROL TODAY

by Gen. CARL SPAATZ, USAF, Ret.

(Note: We have special permission to quote this article by Gen. Spaatz, which appeared in the August 15 issue of NEWSWEEK magazine).

"An air-age approach to the problem of understanding among the nations--one which may have important repercussions in the difficult years ahead--is being undertaken this summer by the Civil Air Patrol, with the aid and guidance of the United States Air Force.

"An exchange of air-minded youth of England, France, Switzerland, Canada, and the United States was under way when an Air Force Constellation landed at the National Airport, Washington, D. C., August 8. Aboard were 35 European air cadets picked up 24 hours earlier at their point of assembly in London, after the Constellation had deposited a similar load of 35 American CAP Cadets, flown to England to be guests of the three old-world nations.

"The week before, two Civil Air Patrol C-47's arrived from Canada, bringing 26 Canadian air cadets to visit the United States in exchange for 26 CAP cadets taken north for a view of Canada and Canadian air operations.

"For two weeks the young air enthusiasts will tour the United States, meet American boys and girls of their own age, see this country's air bases in operation, inspect some of the aircraft factories, view the vastness of the American continent, and experience American life in its various aspects.

"The French will fly directly to the University of Illinois, from which base they will make a number of side trips; the Swiss will use Randolph Air Base, San Antonio, Texas, as their travel hub. The British, having no language difficulties, will fly to California, in short hops. This year the Canadians will tour only the Western half of the United States. (cont. page 5)

CADET CAAUWE EATS SIX MEALS DAILY IN ENGLAND (cont. from page 3)

18. We have been treated like kings. We have two private buses and a car. We had newsreel pictures taken the first day here. We even have an Air Ministry photographer with us all of the time."

Writing about a trip abroad the HMS Illustrious, aircraft carrier, the Norfolk Cadet said: "Man, was it dirty. The only clean place was the officers' wardroom and that's where we had tea. They showed us their Spitfires and Seafires and also some Fireflies. We came over in a Constellation with plush-lined seats and rug on the floor. We even had a pressurized cabin. You know, I haven't even seen the ocean. It rained all day and we flew all night.

"We have the best pilots they could find. It seems strange, but I have just about seen more of England than I have the United States. Commander Walker said we have seen more than most Englishmen have."

GENERAL BEAU, NATIONAL COMMANDER, GIVES VIEWS OF CIVIL AIR PATROL

The advancement of widened knowledge of the theory of flight and participation in the development of resources of the air, through the aircraft industry, through private flying, military training, communications, weather reporting and other allied phases of "flying", are the aims and ambitions of the Civil Air Patrol in this nation. Major General Lucas V. Beau, National Commander, recently told a Washington audience.

The purpose of the CAP is to continue the growing awareness of the potentialities of our program to the community, its importance to the youth of the nation and the recruiting and reenlistment of thousands of inactive and new members in the senior program, the General said.

* CORNHUSKER CAP NEWS, published *
* monthly by AF-CAP Liaison Staff *

CIVIL AIR PATROL TODAY, cont.

"Across the Atlantic the American boys will be sampling life in postwar Europe -- 25 in England and five in each of the two continental countries. On the schedule will be a flight to Berlin. In France and Switzerland the Americans will receive intensive training in glider flying.

"The age of the American cadets averages 17 to 18 years, the Canadians a little older, 18 to 19, while the age of the Europeans ranges from 20 to 23.

"On both sides of the ocean these air citizens of the future--many of whom will be leaders in a couple of decades--will learn more about basic human international relations in two weeks than in many years of classroom lectures. And if previous experiments of the kind are any criteria, the young visitors will return home enthusiastic ambassadors of international good will. To quote young Anthony Demetriades from Athens, Greece, one of the European students who took part in the Marshall plan countries' air tour of the United States last spring under sponsorship of the USAF and the CAP:

"Maybe some day I will write a book ... and tell how a group of boys and girls, singing "Should Auld Acquaintance be Forgot" 11,000 feet above the ground, discovered the greatest truth of all: that people all over the world are simple, plain people that can get along together very well."

"Eventually, it is hoped, the CAP exchange will be extended to include other nations in Europe, Africa and Asia. Sweden has indicated a desire to participate next summer.

"The American cadets hail from all of the 51 wings (one for each state plus the District of Columbia, Hawaii, and Alaska). They were nominated by the wings and selected by National Headquarters on the basis of their personal and academic qualifications.

"Originally organized a few days before Pearl Harbor, the Civil Air Patrol performed long and valuable service for this country during the war. Most of them flying their private planes, the senior members maintained a constant patrol of the coastal areas of the Atlantic and the Gulf of Mexico, scouting for German submarines. They also patrolled power lines, relieving for combat duty many Air Force planes which would have been obliged to do this job. They flew machine parts and other supplies across the country.

"The cadet branch gave thousands of youths a pre-flight training that enabled them to skip the ABC's of aviation when they were old enough to enter the Air Force.

"Since the war the CAP has continued its activities as an auxiliary of the United States Air Force, concentrating on peacetime duties. Its senior members have piloted their planes in thousands of flights, searching for missing civilian and military aircraft, patrolling forest-fire and flood areas, reconnoitering, dropping food and supplies (they did outstanding service in the "Haylift-Snowdrop-Snowbound" Operations last winter), and cooperating with the Red Cross to bring relief to regions struck by disaster.

"The CAP has continued to stress its cadet program, as a means of creating a junior air reserve for the nation in peace or war. The organization is conducting a drive to recruit 100,000 cadets by May 1950. Any boy or girl, if an American citizen, between the ages of 15 and 18, can enroll in the CAP cadet program. These cadets are given pre-flight instruction which includes meteorology, navigation, aerodynamics, and aircraft engines, together with military drill and instruction in citizenship and international affairs. These courses extend over a period of three years. After completing his instruction, the CAP male cadet has a priority status if he chooses the Air Force as a career.

AIR INSPECTION OF NEBRASKA WING HELD

The annual air inspection of the Nebraska Wing was conducted by Captain James J. Pargoe, USAF, Assistant Air Inspector, CAP National Headquarters,

Captain Pargoe inspected the Plattsmouth Flight and Omaha Cadet and Senior Squadrons during his visit from 19 July to 21 July.

AF-CAP LIAISON OFFICERS HOLD CONFERENCE ON CAPC SUMMER ENCAMPMENT

The AF-CAP Liaison Officers from Minnesota, Iowa and South Dakota flew to Offutt Air Force Base on 21 July to confer with Capt. Bowman, Nebraska Liaison Officer, on matters concerning the Cadet Summer Encampment to be held at Rapid City Air Base.

An estimated 300 boys and 80 girls from the five state region of North and South Dakota, Minnesota, Iowa and Nebraska will attend the encampment from 14 August - 27 August 1949. Senior CAP members and USAF Reserve personnel from each state will assist at the encampment as instructors, counselors, etc. Major Howard Murphy, Commanding Officer of the Norfolk Squadron, has been appointed Camp Commander. Senior personnel from the Nebraska Wing who will assist at the encampment are Capt. Jack Lewis, Commanding Officer, Bayard Flight; Capt. Herschel Amrine, Commanding Officer, Lexington Flight; May Coleman of the Grand Island Flight; Capt. Robert Carlisle, Lt. Leon Buckley and Lt. Wayne Hilkemeier, all of Norfolk; and Patricia Sires and Clara Spindler of Omaha. Capt. Frank M. Bowman and M/Sgt. R. V. Cryderman of the AF-CAP Liaison Office will be present at the encampment.

Cadets from Lexington, Norfolk, Lincoln/Grand Island, Bayard, Omaha and Hastings will fly to South Dakota by C-47 aircraft. The encampment this year is the first to which girls have been admitted.

Cadet Capt. Edwin Burrell of Omaha, Nebraska, who represented Nebraska this year in the exchange program with Canada, was flown from Denver to the Rapid City camp on 15 August 1949 by Capt. Bowman.

P R O P W A S H

Sgt. Edward Finis Leigh, USAF, who was formerly stationed at Offutt Field as a radio mechanic, has been transferred to Hawaii and is now a member of the CAP Wing there. Sgt. Leigh was a member of Omaha Squadron 3 while in Omaha.

Lt. Vern Fichter, who was very active in the CAP communications program at Omaha and Grand Island, has requested transfer to the Idaho Wing. He now resides at Mountain Home, Idaho.

John McAllister, formerly of Omaha Squadron 3, has moved to Central City, Nebraska. His address there is Box 2-D, Route 3. Central City has been interested in forming a Civil Air Patrol unit for some time and a new Flight may be established there in the near future.

CIVIL AIR PATROL TODAY by Gen. Spaatz

(continued from page 5)

"Squadrons of the CAP are in existence throughout the United States for training these cadets. In many instances small communities such as Boyertown, my own little town in Pennsylvania, have such squadrons. The CAP is given advice and technical assistance by the Air Force, but funds for its operation are raised by voluntary contributions from patriotic and far-seeing citizens of the 48 states, Hawaii and Alaska. "The cadet exchange program this year is the Civil Air Patrol's first dip into the realm of international affairs except for the original exchange of cadets with Canada last year, the success of which prompted the present project. The idea of preparing our future airmen to think intelligently in terms of other peoples is peculiarly appropriate since the airplane has done so much to erase national frontiers. The eventual growth of a worldwide air fraternity should prove a powerful force in international good will". (General Spaatz is chairman of the National Executive Board of the CAP. Last spring he flew to Europe to arrange the interchange of cadets).

AIR FORCE READIES EMERGENCY TEAM

A new emergency disaster service is available to Nebraska and 12 other regional states, the Air Force announced recently.

A veteran of the haylift operations last winter was named head of the "emergency team." He is Lt. Col. Joe K. McKay, stationed with the Tenth Air Force in Indiana.

Disasters caused by earthquakes, floods, snows and other emergency situations will bring the team into action, Air Force officials said.

They explained that the team will cooperate with the Red Cross, National Guard, Civil Air Patrol and other organizations of a similar nature.

NEW CADET INSIGNIA FORTHCOMING

Nebraska Wing Headquarters has received numerous inquiries from units who have been advised by Federal Supply Company and other supply houses that the old CAPC gold/black chevrons are no longer regulation.

New cadet insignia is to be put into usage in the near future, and a regulation covering this subject will soon be forthcoming from National Headquarters. Upon receipt of additional information in regard to this subject, unit commanders will be notified immediately.

MAJOR CHARLES TAYLOR IS WING TRAINING OFFICER

Colonel Rudy Mueller, Nebraska Wing Commander, has announced the appointment of Major Charles E. Taylor, Lincoln, Nebraska as Training Officer for the Nebraska Wing, effective at once.

Major Taylor, a CAP member since 1943, has been active in the Lincoln Squadron and has served in the capacity of Training Officer for the Lincoln Squadron and Director of Training and Operations for Group 762.

YORK HOLDS MIDWEST AERIAL CIRCUS

York, Nebraska held a ten act aerial

CAP FILM MADE AT RAPID CITY ENCAMPMENT

A special photographic crew from the 2nd Combat Camera Unit, McGuire Air Force Base, Fort Dix, New Jersey flew to Rapid City Air Base to take 35 m.m. movies of the cadet encampment. The film will be shown to CAP units throughout the country, and parts of the film may appear in national news reel films.

During the filming, a group of young people attending the encampment were flown to Norfolk, Nebraska for the shooting of scenes at Norfolk High-school showing how the Norfolk program fits into the overall training schedule. Other shots were taken of the town and airport, and of the group of young people landing in a B-17 picturing their return home.

The CAP cadets who took part in this particular phase of the film are Cadet Alice Cannon, Fargo, North Dakota, Cadet Malvin Koons, Grand Forks, North Dakota, Cadet Bonnie Peters Grand Island, Nebraska and Cadet Don Hide, Hastings, Nebraska. CAP Lt. May Coleman of Grand Island was chaperon for the group.

Mayor B. A. McCreary of Norfolk, Allen B. Burkhardt, Superintendent of Schools, Lt. Niels Wodder, aeronautical instructor in the Norfolk course, and Andy Risser, local flight instructor and airport operator were flown to Rapid City to view the encampment.

SENIOR MEMBERS IN NEBRASKA NUMBER 420

Inactive CAP personnel files were recently sent to National Headquarters, and current records indicate that the Nebraska Wing has approximately 420 active CAP senior members, with 35 new senior applications pending at the present time. In next month's CORNHUSKER CAP NEWS we will publish a breakdown of the number of active senior and cadet members in each unit.

National Headquarters recently advised that in the future any CAP senior member carried in an inactive status who desires to return to active